

What is claimed is:

1. A shift control system for a V-belt type continuously variable transmission having a primary pulley, a secondary pulley, a V-belt wound around the primary pulley and the secondary pulley, and a shift actuator for variably controlling V-shaped groove widths of the primary pulley and the secondary pulley through variable control of a difference between a primary pulley pressure and a secondary pulley pressure so that an actual transmission ratio attained by a rotational speed ratio between the primary pulley and the secondary pulley becomes equal to a target transmission ratio corresponding to an operational position of the shift actuator, the shift control system comprises a controller programmed to:

store an actual transmission ratio of the continuously variable transmission at stop of an associated vehicle drive source; and

inhibit, at restart of the vehicle drive source, an initializing operation for returning an operational position of the shift actuator to a standard position when the actual transmission ratio is more on a high-speed side than a predetermined transmission ratio.

2. A shift control system according to claim 1, wherein the controller is further programmed to:

store an operational position of the shift actuator at stop of the vehicle drive source;

store an actual transmission ratio a predetermined time before stop of the vehicle drive source; and

compare a transmission ratio corresponding to the stored operational position of the shift actuator

and the stored actual transmission ratio the predetermined time before stop of the vehicle drive source, set one of the compared transmission ratios that is more on a high-speed side to be a target
5 transmission ratio and operate the shift actuator so as to attain the set target transmission ratio.

3. A shift control system according to claim 1, wherein the V-belt type continuously variable
10 transmission has a stopper brought into contact with a movable sheave of the primary pulley when a predetermined transmission ratio is attained and thereby preventing a transmission ratio from becoming further larger, and the controller is further
15 programmed to set the first-mentioned predetermined transmission ratio at a value nearly equal to a minimum of transmission ratios that allow the movable sheave of the primary pulley to move into a position where the movable sheave of the primary pulley is in
20 contact with the stopper due to an oil pressure that is produced at restart of the vehicle drive source.

4. A shift control system for a V-belt type continuously variable transmission having a primary
25 pulley, a secondary pulley, a V-belt wound around the primary pulley and the secondary pulley, and a shift actuator for variably controlling V-shaped groove widths of the primary pulley and the secondary pulley through variable control of a difference between a
30 primary pulley pressure and a secondary pulley pressure so that an actual transmission ratio attained by a rotational speed ratio between the primary pulley and the secondary pulley becomes equal to a target

transmission ratio corresponding to an operational position of the shift actuator, the control system comprises:

means for storing a transmission ratio of the
5 continuously variable transmission at stop of an associated vehicle drive source;

means for determining whether the transmission ratio at stop of the associated vehicle drive source is more on a high-speed side than a predetermined
10 transmission ratio; and

means for inhibiting, at restart of the vehicle drive source, an initializing operation for returning an operational position of the shift actuator to a standard position when the transmission ratio at stop
15 of the associated vehicle drive source is more on a high-speed side than the predetermined transmission ratio.

5. A shift control system according to claim 4,
20 wherein the transmission ratio at stop of the vehicle drive source is an actual gear ratio at stop of the vehicle drive source.

6. A shift control system according to claim 4,
25 further comprising:

shift actuator operational position storing means for storing an operational position of the shift actuator at stop of the vehicle drive source;

actual transmission ratio storing means for
30 storing an actual transmission ratio a predetermined time before stop of the vehicle drive source; and

means for comparing a transmission ratio corresponding to the stored operational position of

the shift actuator and the stored actual transmission ratio the predetermined time before stop of the vehicle drive source, setting one of the compared transmission ratios that is more on a high-speed side
5 to be a target transmission ratio and operating the shift actuator so as to attain the set target transmission ratio.

7. A shift control system according to claim 4,
10 wherein the V-belt type continuously variable transmission has a stopper brought into contact with a movable sheave of the primary pulley when a second predetermined transmission ratio is attained and thereby preventing a transmission ratio from becoming
15 further larger, the shift control system further comprising means for setting the first-mentioned predetermined transmission ratio at a value nearly equal to a minimum of transmission ratios that allow the movable sheave of the primary pulley to move into
20 a position where the movable sheave of the primary pulley is in contact with the stopper due to an oil pressure that is produced at restart of the vehicle drive source.

25 8. A shift control method for a V-belt type continuously variable transmission having a primary pulley, a secondary pulley, a V-belt wound around the primary pulley and the secondary pulley, and a shift actuator for variably controlling V-shaped groove
30 widths of the primary pulley and the secondary pulley through variable control of a difference between a primary pulley pressure and a secondary pulley pressure so that an actual transmission ratio attained

by a rotational speed ratio between the primary pulley and the secondary pulley becomes equal to a target transmission ratio corresponding to an operational position of the shift actuator, the shift control
5 method comprises:

storing an actual transmission ratio of the continuously variable transmission at stop of an associated vehicle drive source; and

inhibiting, at restart of the vehicle drive
10 source, an initializing operation for returning an operational position of the shift actuator to a standard position when the actual transmission ratio is more on a high-speed side than a predetermined transmission ratio.

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9. A shift control method according to claim 8, further comprises

storing an operational position of the shift actuator at stop of the vehicle drive source;

20 storing an actual transmission ratio a predetermined time before stop of the vehicle drive source; and

comparing a transmission ratio corresponding to the stored operational position of the shift actuator and the stored actual transmission ratio the
25 predetermined time before stop of the vehicle drive source, setting one of the compared transmission ratios that is more on a high-speed side to be the target transmission ratio and operating the shift
30 actuator so as to attain the set target transmission ratio.